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Chief, CO/C
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27 August 1957

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Special Organt Requirements on

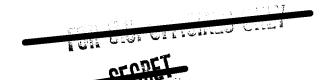
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l. Another Polish freighter, RDMARD DENBOWSKI, is due to arrive in New Orleans Wednesday, 28 August 1957 to lift a cargo of wheat for Poland. In accordance with the US Port Security Program precedures, a determination has been made to allow the vessel to enter New Orleans. Unlike the STEFAN CKRZEJA, which called at Baton Rouge on 1 August 1957, the EDWARD DENBOWSKI is possibly controlled or even owned by the Chinese Communists although flying the Polish flag. This assumption is based on

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vessel is operated by the Chinese-Polish Ship Brokerage Corporation (CHIPOLHROK), a reported joint Polish-Chinese company controlled or cuned by the Chinese. The Many DKO and Coast Guard Port Captain in New Orleans will cover the usual requirements, i.e., vessel characteristics, crew list, etc.

- 2. The following topics are submitted for use in the event that an opportunity to obtain the information arises, while the EDWARD DEMECTSKI is in New Orleans.
 - a. Any indication that the vessel is Chinese cumed. Any information on the organisation, financial structure, and material assets of CHIFOLBROK.
 - b. How does CHIFOLERCK operate? Is there equal participation in terms of capital contribution? or has Poland provided ships and China the capital for some of the ships? Bo the Chinese or the Poles make major decisions regarding the company and/or the vessels? Give examples. What role does the Polish Ocean Lines have in CHIFOLERCK operations?
 - e. Does the company our as well as operate ships. If so, which ships are they, or does China our some of the vessels (which are placed under Polish flag for convenience) and Poland the other? If so, which Polish flag vessels on the China run are actually owned by China and which by Foland?



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- d. Are financial accounts between the Chinese and the Poles settled in free currency, Bloc currency or both? If in both currencies, specify the percentage of each. How are freight payments handled?
- 3. Information along the above lines, which may become available, would be extremely important to this effice in clarifying a five year uncertainty on the true characteristics and functions of the Chinese-Polish Ship Brokerage Corporation. Because other Polish flog vessels believed to be Chinese owned may also call at US ports in the near future, the answers are urgently needed.

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